

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,321 號壹拾貳百叁千壹萬第 日陸十月玖年六十二緒光 HONGKONG, SATURDAY, NOVEMBER 17th, 1900. 陸拜禮 號柒十月壹十年百九千壹英港香 PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED.
CONFECTIONERS,
HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1814.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
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NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S EMERSON.
Sole Agents for
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS' KILMARNOCK WHISKY.

This World-renowned Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong at G. C. ANDERSON, Hongkong, 18, Praya Central.

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Price \$10.75 PER DOZEN

Blend of Selected Distillations of the Finest Scotch Whiskies

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE
WEEK DAYS
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
10.45 a.m. to 11.30 a.m. Every quarter of an hour
11.30 a.m. to 12.30 p.m. Every quarter of an hour
12.30 p.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every quarter of an hour
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every quarter of an hour
4.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 7.30 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.45 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
11.00 a.m. to 12.00 p.m. Every quarter of an hour
12.00 p.m. to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
8.45 p.m. to 9.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.45 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first-class Machine and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply fitting of every description. Repairs executed with promptitude and skill. Enamelling a specialty.

McKIRDY & CO.
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 2nd November, 1899.

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Established 1772
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry "EXTRA DRY" and "EXTRA DRY" CHAMPAGNE.
LAURENCE WAGNER & CO.
Sole Agents.
Hongkong, 17th May 1895.

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PORTLAND CEMENT.
\$5.00 per Cask of 125 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPEES TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the underlined.

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old, the finest quality shipped.
Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

\$10.75 PER DOZ.
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA FERIA DE ORIENTE" FACTORIES
J. M. DE ZUNIGA,
No. 8, QUEEN'S ROAD CENTRAL.
Entrance: ICE HOUSE STREET (New Victoria Hotel).

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IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

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CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS.

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THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE OBTAINED IN PINT FLASKS, AND IN THIS FORM WILL BE FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND OTHERS.

PER CASE OF 16 FLASKS ... \$19.00
SINGLE FLASK ... 1.25

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WINE AND SPIRIT MERCHANTS.
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Hongkong, 13th November, 1900.

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AMERICAN BOOTS AND SHOES.
WOOLLEN UNDERWEAR.
HATS, SHIRTS and EVENING GEAR.

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(TAILORING DEPARTMENT).

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LATEST LONDON FASHIONS.

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DRESS SUITS from ... \$25.
TWEED LOUNGE SUITS from ... 35.
TWEED JACKET SUITS from ... 50.
SCOTCH TWEED ULSTERS, for Travelling, from ... 50.

LANE, CRAWFORD & CO.

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W. BREWER & CO.

CHRISTMAS—London News, Graphic, Sketch, &c., per next mail. Orders registered.

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The Man that Corrupted Hadleyburg, &c., by Mark Twain ... \$9.50
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Our Barlings, Volume ... 1.85

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GREAT VARIETY.

XMAS MAIL, for EUROPE, 24th November.

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A.B.C. and A.I. CODES.

SANDOW'S GRIP DUMB BELLS.

SANDOW'S DEVELOPERS.

BOYS and GIRLS' ANNUAL.

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LADIES and GENTLEMEN'S WALKING BOOTS and SHOES—ENGLISH MAKE.

VERY SUPERIOR QUALITY.

DANCING PUMPS and COURT SHOES.

AMERICAN SQUEEZER PLAYING CARDS.

23 & 25, Queen's Road, Hongkong.

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(SOLE AGENTS FOR GUICHARD, POTHERET & CO., &c.)

	1 doz.	2 doz.
NUITS	\$12.00	\$18.00
BEAUNE	19.00	23.00
VOLNEY	27.00	37.00
CHAMBERTIN	34.00	40.00
CLOS DE VOUGEOT	10.00	11.00
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THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

33a

PIANOS.

SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

THE ROBINSON PIANO COMPANY LIMITED.

NOTICE OF FIRM.

NOTICE

WE have this Day AUTHORIZED Mr. PAUL WITKOWSKI to Sign our Firm.

ARNHOLD, KARBBERG & CO.
Hongkong, 12th November, 1900.

WANTED a CLERK with a knowledge of BOOK-KEEPING.

Apply by letter to—

"ACCOUNTS,"

Care of Office of this Paper.

Hongkong, 6th November, 1900.

SITUATION WANTED.

CHEMIST, with German Government Certificate, Manager for several years; experience in Analytical Chemistry, Chemical Preparations, Alcohols, Oils, &c., &c.

E. PUHLMANN,
Hohow (China).
Hongkong, 14th November, 1900.

WANTED.

A BOOK on the SNAKES of SOUTH CHINA.

Apply—

CAPT. F. WALL, I.M.S.
Hongkong Club.
Hongkong, 16th November, 1900.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

I REGRET to inform Subscribers that practically all the WIRES belonging to this Company have been WRECKED by the Typhoon.

Every effort is being made to restore them, commencing with the Central District, but it is feared that several weeks must elapse before communication with the outlying districts is completely restored.

W. STUART HARRISON,
Manager.
Hongkong, 13th November, 1900.

KOWLOON HORSE REPOSITORY.

I BEG to inform my Patrons and the Public generally that SEVERAL EXTRA STALLS for STABLING PONIES have been erected in the above Repository, and can be LET at MODERATE RENT from the 15th instant.

Gentlemen desirous of stabling their Ponies in these Stalls are requested to kindly notify the same to—

M. PEREIRA,
No. 4, St. Francis Street.
Hongkong, 13th November, 1900.

RAFFLES HOTEL, SINGAPORE.

SITUATION UNEQUALLED.

THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

QUEEN'S A SPECIALITY.

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

SARKIES BROTHERS,
Proprietors.
Hongkong, 18th August, 1900.

Articles, Departures and other Shipping Intelligence will be found on pages 4, 6 and 7

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.

The Rates of Premium for Home and foreign residence are very moderate and consistent with the risk. Immediate reduction to Home Rate on return to Europe or other temperate climate. For Proposal, Forms, rates, and full particulars, Apply to—

DODWELL & CO., LIMITED.

Agents.

Hongkong, 9th November, 1899. [3-1873]

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—182 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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THE

PEAK HOTEL.

City Office: 7, Duddell Street.

1023

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 53.

For Terms, apply to the

Hongkong, 2nd July, 1900.

MANAGER. 1029

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from 64 a day, inclusive of BOARD and ATTENDANCE.

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THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899.

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE." 1819

VICTORIA HOTEL.

SHAMKUN—CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Boat boards all Steamers on their arrival and departure.

Telegraph address "VICTORIA, Canton."

A. B. C. and A. I. Codes used.

MADAM FARMER, T. F. DA CRUZ,
Proprietors.

Hongkong, 16th November, 1899.

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INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS
AMERICAN MARBLE
ITALIAN MARBLE
HONGKONG GRANITE
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR

A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

- Per Case 12 doz.
- A—THORNE'S BLEND, White Capsule..... \$10.80
- B—WATSON'S GLENROCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
- C—WATSON'S ABELLOUR-GLENLIVET, Red Capsule, with Name and Trade Mark 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00
- THORNE'S BLEND and WATSON'S GLENROCHY are high-class Soda Whiskies, of greater age than most brands in the market.
- ABELLOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.
- D is well known for its fine flavour.
- E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

DEATH.

On the 11th instant, at No. 51, Babbling Well Road, Shanghai, EMILY CHARLOTTE, wife of Charles H. Dallas.

The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, November 17th, 1900

CONSIDERABLE discussion has been going on in the home papers on the question of Chinese immigration into London. The subject is not exactly a new one, but the threatened invasion of the metropolis, though often spoken of, has never become an accomplished fact. A certain number of Chinese there have been residing in London, but not sufficient to be called a colony. What it is now that particularly directs the attention of the emigrants to London it is difficult to say. Recent disturbances in China and the possibility of a period of unrest to follow may have driven many in a peace-loving nation like the Chinese to look for the quiet which they cannot get at home in a new field. Some prominent Chinese have already expressed their opinion as to the desirability of Great Britain as a goal for emigration. The most powerful Chinaman in San Francisco Chinatown, head of Six Companies, thinks it an ideal country for his compatriots. "In London," says Sirs Lee, "if the Scotch can displace the English, and the Germans displace the Scotch, and the Jews from Russia and Poland underbid the Germans, people of our race can underbid the cheapest Russian Jews in any kind of labour. So, depend upon it, some day soon we will come to England, where they will be glad to employ a man who will do twice an ordinary man's work at half one man's pay." This, however, is hardly a prospect which the London working-man is prepared to contemplate with equanimity. But there are certain branches of trade wherein, from the point of view of workmanship, Chinese labour would undoubtedly benefit the country. This is not denied by the strongest opponents of Chinese immigration into England, who base their objections to the invasion on entirely different grounds. Much of the prejudice against the Chinese, of course, is

due simply to the fact that they are hard, cheap, and temperate workers, but those who are above such prejudices argue strongly on moral grounds. We reproduced in Thursday's issue a well-written article from the London Daily Chronicle, under the heading of "The Chinese in London," wherein the difficulties of the question were lucidly set forth. Speaking of the introduction of washermen into London, the writer said, "The moral aspect of this laundry matter is the crucial issue, and it can only have been so generally neglected because the English public has, as a whole, so little experience in handling the problem which is presented in white communities where a considerable yellow population has established itself." The writer goes on to point out that he does not intend in any way to decry the Chinaman. But when he is at home he has his family—"and if his relations with parent, wife, and child differ greatly from those among ourselves, they nevertheless meet the requirements of the man's nature, which is the whole point."

Deported to London, the coolie will have no domestic ties of his own blood, he will be cut off from his old habits and customs, and it will be impossible (not to say unjust) to keep him a virtual prisoner in the quarters assigned to him. If he stays in England it must be as a free man, not as little better than a slave. With freedom there follows what has occurred in America and Australia, interbreeding with the white race and the result of this is a new half-caste population. Now there is much in what is said of half-breeds that is exaggerated and untrue, but it is undoubtedly very seldom the case that the children of mixed blood are improvements on either of the parent stocks, either physically or morally. Residents in the East have ample opportunities, if they wish, of studying the question, and if they lack experience they have themselves to thank. It is generally agreed that the worst point in the half-caste question is the anomaly of their position. At home this point very seldom arises. It is true that the blood of Londoners is occasionally even now subjected to unusual admixtures, but there has so far been no growth of a half-breed population. The inferior strains are gradually, through lack of fresh crossing, diluted almost beyond recognition. Even negro blood, which is apt to be very persistent, leaves little mark, though such mixed marriages have received considerable attention, in spite of their comparative rareness, in England. In the United States the feeling against miscegenation is very strong, and the sentiment is based on observation of facts. The objection, as was seen in a recent case, extends even to the Japanese, and legal complications were threatened in the particular instance to which we refer. It is too early yet to say that London is actually confronted with the problem, but at any rate it is not outside the realm of possibilities, and the matter should be well considered before it is too late.

Messrs. Butterfield and Swire inform us that Mr. E. C. Shepherd, late of their staff at Amoy, died after a surgical operation, not as the result of an accident, as reported by us yesterday.

The Telegraph Companies inform us that the censorship at Manila was discontinued from Thursday, but copies of Press telegrams from or to Manila must be supplied to the Military Governor.

We are requested to announce that the Victoria Recreation Club finds it necessary, through unforeseen circumstances, to postpone for the present the promotion of the Annual Regatta usually held in the month of December.

Among the passengers for Shanghai by the *Royal Albert* were Lady Blake and Miss Blake. Lady Blake is going to preside over the conference on the Home Life of Chinese Women at Shanghai on the 19th, 21st, and 23rd inst.

The Band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme will be—
Lancers..... "Duke of Fife"
Wood Horn Dance "Chippies"
Clifford Selection..... "The Shop Girl"
Coryll Valse..... "Linger Longer Loo"
St. Quentin Polka..... "Chippies"
Florence Furo Selection..... "The Gipsy"
Extra
Valse..... "Dream Faces"
"God Save the Queen"

The sailing ship *Benjamin Sewall*, which went ashore at Wanohai during the typhoon, was successfully floated on Thursday and taken to the Aberdeen Dock. She has 500 tons of said ballast in her holds, and on Wednesday last the water in her had increased to ten feet. The pumping apparatus carried by the ship was not of sufficient strength to force the water on deck, and after several unsuccessful trials with other pumps obtained from different sources the Harbour Master was appealed to. He at once tendered the necessary aid, and sent on board a pumping apparatus, which, in a few hours, sucked the water out of the holds, and floated the vessel. The damage done to her is more than was at first thought, for where she struck the shore is a hard rocky bed, and as she pitched with the rolling sea she ground her timbers just as if they had been put on a grinding stone, so much so that many of them are worn away to a thickness of half an inch and under. It will be some time before the vessel will be able to leave the blocks again, ready for her homeward passage.

One thousand five hundred have been estimated for from China for use of the British Field Force by the Government of India.

The Royal Tenthredin Fusiliers, who have been held on readiness at Yuluang for field service in China, returned to their former station at Man Mir early last month.

The death took place at Colombo on the 22nd ult. of Mr. Louis Oliver Orloff, of the Hongkong and Shanghai Bank, brother of the Colonial Surgeon of Batavia. The deceased was sailing for about three weeks.

We received last night from Mr. Robinson Wildman, U.S. Consul General, the following Typhoon Warning issued from Manila Observatory at 6 p.m.:—Depression has probably filled up or regressed East of Luzon.

We were informed yesterday evening from Government House that H.M.S. *Handy* had proceeded to outlying islands to try to find some trace of the fishing fleet which is said to have left Tai Ho the day previous to the typhoon passing over this colony.

The *Universal Gazette* reports that there has been a meeting of the high officials in attendance on the Court at Hsinanfu to consider the advisability of a return to Peking. Of the ten who were present four voted for the return, five for continued residence at Hsinanfu, and one for further flight in to Szechuan.

The body of Robert Parnell, boatman of H.M.S. *Thunder*, was found in the harbour yesterday morning off Praya East, opposite Blue Buildings. Parnell was seen alive at eleven o'clock on the previous night, when he visited the Seamen's Club, and it is not known exactly how he met his death. He was 52 years of age.

The opening of the theatres in those parts of Peking that are under American and English control is heralded as a sign of returning peace and prosperity. A Shanghai native paper in noting the fact says that there is still one part of the city where the streets are still desolate and where looting and the persecution of natives go on as at the beginning.

The *Kobe Chronicle* states that Messrs. Isaac Bros. of Yokohama, the contractors to the Governor-General's Office at Manila, are reported in a Tokyo despatch to have received news that there being signs of disquietude in the Philippines, a new warship has been ordered to Manila to reinforce the navy, and that the U.S. men-of-war in Chinese waters have also been ordered to Manila.

A telegram received in Shanghai at the beginning of the week announces that the three principal official culprits condemned to death by the Allied Powers for complicity in the missionary murders were beheaded at Peking, and not shot, as was announced by the *Ostasiatische Lloyd*. The same despatch states that the heads were exposed on bamboo an entire day, and that the circumstances have created a profound impression amongst the Chinese in the North.

The Taylor-Carrington management commences their season to-night at the Theatre Royal, and there is every probability of their being favoured with a crowded house. It is so long since Hongkong players have had any amusement, and the reputations of Miss Ella Carrington and Mr. Charles Taylor are of so high a character in the theatrical world, that there is sure to be a friendly audience to-night at the Theatre to welcome them in their famous speciality play, *Home Rule*.

The German cable steamer *Podietzki*, which is expected to arrive at Shanghai within a few days, says a Berlin despatch of the 8th inst., has orders to lay a cable from Tsingtao to the Island of Shauwan at the mouth of the Yangtze. As soon as this has been done and communication established between Shauwan and Shanghai, an Imperial German Telegraph Office will be opened in Shanghai in connection with the German Post Office, and will receive cablegrams to Tsingtao, Chefoo, etc.

Members of the Hongkong Volunteer Corps will regret to learn of the death of one of their old sergeants, Sergeant G. C. Hayward, of the Field Battery. The deceased resigned about two years ago, when he went to North Borneo. He returned to the colony about three months ago, having contracted a bad attack of jungle fever. He went into the Government Civil Hospital about six weeks ago. From the first his recovery was considered hopeless, and he died on Thursday, his remains being interred at Happy Valley yesterday, many Volunteers and friends attending the funeral.

Yesterday afternoon the remains of Assistant Paymaster J. St. Barber, of the *Don Juan de Austria*, were conveyed from the Naval Hospital to the Chapel in the Protestant portion of the Cemetery at Happy Valley, where the Rev. Mr. Williams, of the Union Church, went through a portion of the burial service. The body was subsequently removed to the Mortuary, where three volleys were fired by a detachment of bluejackets from the deceased's gentleman's ship. The ceremony was attended by a large body of American and other naval men and also by a detachment of the Royal Welsh Fusiliers, under Lieutenants Vivian and Gwyther. All the British and other men-of-war in the harbour were represented, as well as the British regiments at Kowloon, by their officers, including Captains Paget, Pleudorloath, and Pigman, and Mr. Loan of the U.S. Navy attended. U.S. Consul-General Wildman and U.S. Vice-Consul Aldrick, and many other American civilians were also present. The band of H.M.S. *Tamar* headed the procession. The body has been embalmed and it is proposed to take it to the United States for burial.

The manner of the late reports that he passed on the 12th instant a half of a large junk in the track of steamer S.E.W. of Reef Islands, Chalang Point.

The opium steamer *Zhuang* lost a number of her livestock, while in the Calcutta River last trip, by a cargo boat engaged to her colliding with another steamer berthed close by.

Plague in Bangalore Cantonment, India, is making headway, corpses being abandoned, houses and property deserted, and the natives are beginning to leave for other places.

In consequence of the reduction of the Rangoon Command to a colony on the Staff, the territorial limits of the Command will be reduced, and the stations of Meiktila and Thetawmy added to the Mandalay District.

The Government of India have sanctioned the supply of binoculars to each company of Royal Artillery located or practising at the Coast Defence Stations, including the R.A. on active service up north.

The bar gold produced during 1899-1900 in the Kolar Gold Fields is estimated at 474,555 ounces, the certified value being £1,894,759. The Mysore government received 5 per cent. royalty on the year's production, namely, £90,237.

The Government of India have sanctioned the four Battalions of British Infantry and three Batteries of Artillery which have been standing ready for mobilisation for China for several weeks past being relieved of their warlike for service.

A Havas telegram reports another version, or, perhaps, a different position of Lord Salisbury's speech at the Guildhall Banquet last week. According to this Lord Salisbury said that the object of the Powers in China was not conquest but reformation, and that this latter could be best achieved through the re-establishment of peace.

The ten-thousand-ton steamer *Denton Grange* which went ashore at Las Palmas, while acting as a transport conveying troops and horses to the Cape, has been bought in her damaged condition at Newcastle by Messrs. McGregor, Gow and Co., owners of the Glen Line, for £46,000. After repairs, which will cost £30,000, the vessel will be placed in the company's fleet for the China run.

We learn by the last mail from India that the British Board of Trade is in communication with the India Office in the subject of the employment of Eurasian boys as seamen other than ordinary lascars. By the law of British India these boys are debarred from shipping at Indian ports unless they do so on the same footing as common lascars. The Government of India has, we understand, been asked to remove the injustice, and so open the door to all qualified young Eurasians who desire to adopt the sea as a profession.

A court of enquiry by the French officials at Port Said is being held into the circumstances which attended the outbreak of a fire in the hold of the transport *Quadrant* in August last. It will be remembered that while in the Suez Canal a mutiny occurred on board the vessel, which left Oran for Taku with 400 of the French Foreign Legion. A score of soldiers jumped into the water and attempted to escape. The officers fired, but only four were caught, and almost simultaneously a fire was discovered in the hold, the fuel having been carelessly laid and drenched with kerosene oil.

While in the home boats an increase in the passenger rates is being made, all round, steps are being taken in other directions to lessen the tariff on the various local runs in the East and Far East. It is now announced that a new line of steamers is being placed on the Bangalore-Madras-Nagapatnam run in opposition to the British India Company by M. Ghosh, Manager of Nagapatnam. The first to arrive at Rajmang was the *s.s. Itoloe* of about 400 tons register, which left for Madras on Monday. She carried dock passengers at Rs. 6 per head, and landed them at Madras in three days and in Nagapatnam in four. The new competition in the Madras passenger traffic has already had the effect of lowering rates.

Japanese coal is likely to find a serious rival in the mines of New South Wales, if what Sir George Dibbs says is correct. Sir George Dibbs states that the Sydney Harbour Collieries, Limited, which has a capital of half-a-million sterling, has a wonderful future before it. After two years of work its shift is down 2,000 feet, and it is expected that coal will be reached another 900 feet down in nine months. There have been public rejoicings over the progress, and what Sir George Dibbs said on the occasion of these was that when the rich coal deposits known to exist under the harbour are tapped Sydney is bound to be the commercial and manufacturing centre of Australasia, no matter where the Federal capital is situated.

The Secretary of State for India has completed a further purchase of £1,000,000 of silver for coinage into rupees to recoup the amount spent by the Secretary of State in the purchase of gold. It is being shipped to London: £500,000 worth was shipped in the mail steamer of 6th October, and £500,000 will be shipped in that of 20th October. The silver purchased takes the place of gold in the currency reserve as security for Currency notes under the recently passed Act VIII of 1900. The total amount of silver purchases since the coinage of rupees recommenced in February last now amounts to £2,900,000 worth purchased in England and about £800,000 worth purchased in India. When the coinage of last purchases is completed the addition to stock of rupees made since February of this year will amount to about 84 crores.

TELEGRAMS.

HONGKONG RELEASED FROM QUARANTINE.
A telegram from the Colonial Secretary's Office copies of the following telegrams:
FROM COLONIAL SECRETARY, HONGKONG, TO COLONIAL SECRETARY, SINGAPORE, DATED 14th NOVEMBER, 1900.
"Is Hongkong released from Quarantine? Last case of plague 27th October. Quarantine withdrawn by Saigon."
FROM COLONIAL SECRETARY, SINGAPORE, TO COLONIAL SECRETARY, HONGKONG, DATED 15th NOVEMBER, 1900.
"In reply to your telegram of yesterday date, Quarantine restrictions withdrawn."

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.
The British transport *Uganda* arrived on Thursday night from Taku.
H.M. gunboat *Porpoise* arrived yesterday morning from Shanghai.
H.M.S. *Handy* left the harbour yesterday.

THE PEACE NEGOTIATIONS.
According to information received by the *Shanghai Mercury* from Peking, no conference of Ministers on the above subject had been formally convened up to the 1st inst., but a meeting was called for the following day. No official details as to the progress made were to hand at the beginning of this week, but it is reported that the Chinese commissioners at the Capital have been urging the existing financial crisis and interruption of trade as a powerful reason for a prompt settlement. Some few weeks ago the local trade guilds in Shanghai memorialised the foreign Consuls in the same sense, and the negotiations now made in Peking are probably based upon those previously made in Shanghai. It is probable that China's readiness to accede to most of the Powers' demands, as telegraphed by Dr. Morrison to the *Times*, is due largely to the same financial crisis and interruption of trade.

REMITTANCES TO THE COURT.
The *Ostasiatische Lloyd* states that a further remittance to the Court of £1,000,000, which left Shanghai on the 4th instant for Yokohama, would be transported thence to Peking to Hsinanfu by land. As several previous remittances from the South have notwithstanding military protection, suffered heavy loss from robbers, the Emperor has issued orders that future shipments of treasure are to be made through the Pingchow Company. This is an old and well-organised concern which secures immunity from theft for property entrusted to its care by means of fixed yearly payments to the robber-chiefs of the various districts through which the goods pass. It has offices in all the large towns, and guarantees against payment of a high premium the safety of goods of all kinds. In case of loss it undertakes to grant full indemnity. With each convey the Pingchow sends one of its own men who makes himself known to the robbers by means of a peculiar flag and thus avoids molestation. The convey is further protected against attacks from casual robbers by agents of the society, who are exceptionally well skilled in the use of arms. Under existing Chinese conditions this is the only way in which property can be safely transported from one place to another, and even the Emperor of this powerful realm is compelled to enter into indirect relations with robbers in order to ensure the safety of his goods.

CRICKET.
THE CLUB V. THE GARRISON.
The Hongkong Cricket Club commenced their first match against the Garrison yesterday afternoon, the teams being—
Hongkong Cricket Club—Messrs. Maitland, Ward, Mackenzie, Lee, Salter, Burns, Noble, Liffon Brown, R.N., Elliott, R.N., Strong, R.M.L.I., and Sercombe Smith.
Garrison—Major Dyson, Major Dorehill, Captain Ansell, Capt. Johnston, Captain Hall, Lieut. Nicholson, Lieut. Kriekenbeek, Lieut. Johnson, Lieut. Hill, Captain Dunbar, and Lieut. Higgin.
The Club won the toss and Smith and Maitland were sent out to face the bowling of Higgin and Dorehill. The start was anything but promising, three wickets being down for 38. Then Clifton Brown joined Maitland, who by this time was well set. The R.N. man played a strongly defensive game at the start. Subsequently he became freer and made several notable strokes on the leg side. Maitland continued to play a dingdong game, while the *Argonaut* man kept his wicket up and between them they put on 100 runs when Clifton Brown left for an interval and was played 50. To him succeeded Ward, who adopted careful tactics at the beginning and gradually played himself in. A few strokes between cover and point were the prettiest in his well played innings. Ward had been in about half-an-hour when Maitland's magnificent innings, in which he made 100 out of 165 and totalled 58 out of 285, came to a conclusion, he being well caught at long-on by Hill off Higgin, whose bowling was decidedly the best on the side. This is Maitland's record innings for the ground, his previous best having been 100 not out, also made against the Garrison. He had not been for Maitland, and his determined hitting the Club would indeed have faced badly. Shortly after Maitland's departure Ward followed suit, losing his bat in trying to recover his ground and being well stamped by Liffon off Higgin. His total of 68 was got quicker than usual and contained a less number of dangerous strokes. It was knocked up in double-quick time and considerably helped to swell the total. A noticeable feature of the fielding was the brilliant work of Captain Wall and Captain Nicholson, whom nobody could have excelled. The Club are now in a favourable position, and though the team opposed to them is a strong one with such an excellent set of players, they ought to be able to nullify the attack. Between two o'clock and five o'clock yesterday the Club compiled 316 for six wickets.

By kind permission of the Colonel and Officers, the Band of the 3rd Madras Bombay Infantry played pleasing selections of music yesterday and to-day the land of the Royal Welsh Fusiliers will be in attendance.

PRESENT SCORE.—
T. Sercombe Smith, b Higgin 5
F. Maitland, c Hill, b Higgin 150
E. D. Anderson, b Higgin 10
Lieut. Strong, b Higgin 10
Lieut. Clifton Brown, R.N., b Dorehill 59
A. G. Ward, at Lamb, b Higgin 66
J. T. Noble, not out 15
F. W. Salter, not out 15
Total 316

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 16th November.
QUIET RESTORED.—END OF THE REBELLION.
Canton is now as quiet as usual, and foreign gentlemen and ladies have been into the old and new cities, travelling about without any fear of molestation. Since the collapse of the Kwangtung rebellion there have been, so far as can be ascertained, no further wild rumours. Admiral Ho Chuen-ching and General Tang Wai-ling have co-operated by land and sea to keep down the rebels. The latter's chief, Chiang Si-long, has assumed another name, and is said to have gone to Singapore, while his brother, who had some arms into Wai-chow was caught by the "cruiser" of Admiral Ho tried, and decapitated.

A BRIGHT PRIEST IN SHON TAK.
A man who was a bright priest, who lately cut off his queue and turned priest, has escaped from the monastery, and putting on a false queue, broken himself to getting on again. He and his associates have committed depredations and caused so much trouble in the vicinity of Shon Tak district that the elders and gentry there have come to Canton and petitioned the Viceroy Tak to send troops for their suppression. The latter has ordered the protect of Kwang-chow, General Lee, of the Kwang Tung regiment, and the Nam Hoi Magistrate to send troops to put them down.

WELL-KNOWN CANTONER MURDERED.
A man by name Yeung, "the great tyrant," has been murdered in Ho En Street. He was a Mahomedan, and was recently sergeant in the regiment of the late Lee Ka Chuek. On the 10th inst. at 5 p.m. when he was walking about in the street near the residence of Chow, he met four persons who pointed revolvers at his chest and shot him. He fell dead on the spot. Yeung was a great terror to the gambling shops and houses of ill fame. Whenever he went out he was always armed with a revolver. At the time of his murder he had a brace of six-chambered revolvers already loaded, but had no time to use them in self defence. As soon as the assassins had shot him they dumped and the assassins had not pursued them for fear of being shot too. Yeung's dead body was lying in the street that evening, and next day his relatives reported the matter to the official in charge of the district. After the report the body was removed into a mosque, where the funeral service was performed over his remains, which were then buried. It seems that about the end of last month the chief of the Kolo Hui society, Chiu On Heung, was arrested, tried, and beheaded, and the deceased was suspected of privately informing against him. Consequently three days after the execution of the Kolo Hui chief he was murdered. The deed is supposed to be the work of members of the society who wanted to wreak vengeance on him. The Nam Hoi Magistrate has issued orders for the arrest of the assassins.

EXECUTION IN CONNECTION WITH THE LATE EXPLOSION.

A young man Si, whose father was of the gentry, was arrested, tried, and executed on the 10th ult. for being implicated in the explosion near the Governor's yamen. He was placed in a basket and carried to the execution-ground guarded by 40 to 50 soldiers, and accompanied by an executioner who walked alongside carrying a big chopper, ready to sever his head from his body in case any of his associates interfered to effect his rescue. The convict was supposed to have been connected with the Triad Society, who raised the rebellion in Wai-chow. Probably, if he could have succeeded in showing up the Governor's yamen and raising Canton he would have been made a rebel Governor.

LEKIN MONOPOLISTS IN TROUBLE.
The *Lekin* monopolists are in trouble, being in debt to the Chinese Government to the extent of at least 500,000 taels, which they are unable to pay. A certain *Lekin* viceroy, by name Yao, who is accused of embezzling a large sum of money, has been dismissed, while another man, Cheung or Liao, has been appointed in his stead as superintendent of the *Lekin* Bureau.

FOOTBALL.

This afternoon at 4 o'clock the Hongkong Football Club will play the V.R.C. The teams will be: H.K.F.C.—C. F. K. (Goal), H. W. Looker, and W. H. B. (Goal), A. M. Beattie, J. Porter, and W. H. Howard (half backs); V.R.C.—C. F. K. (Goal), F. K. (Goal), and C. F. K. (Goal). The match will be played at the Victoria Ground. The following will represent the Club: C. F. K. (Goal), H. W. Looker, and W. H. B. (Goal), A. M. Beattie, J. Porter, and W. H. Howard (half backs); V.R.C.—C. F. K. (Goal), F. K. (Goal), and C. F. K. (Goal).

The N.Y.C. Co.'s dividend for the last half year will be declared at the rate of 10 per cent. per annum. The revenue has been comparatively great during the period, owing to the charter by the Government of many transports, and a better dividend could be declared. But, owing to the loss of the *Tokyo-maru* and *Nippon-maru* and the accident to the *Sakuma*, the Company has to provide for future contingencies, and it is deemed unwise to draw on its monetary resources. The inland navigation, which was interrupted on account of the steamers being withdrawn from the regular lines, is now nearly restored, as the transports are being gradually released by the Army authorities.

LATEST STEAMER MOVEMENT.

The M. M. steamer *Ernest Simons*, with the next French mail, left Saigon on Friday, the 16th inst. at 10 p.m.

NEW ADVERTISEMENTS



WANTED in Naval Store Department, **THREE ASSISTANT STOREHOUSEMEN** for about three months. Apply, stating rate of pay required and forwarding particulars of previous employment, &c., to the **NAVAL STORE OFFICER**, Hongkong, 16th November, 1900. [2609]

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE

SHAREHOLDERS in the above Company are requested to attend a **PRIVATE MEETING**, to be held in the Company's Office, No. 9, Des Vaux Road, on **SATURDAY, 24th November, 1900, at Noon**. By Order of the Board of Directors, **W. H. GASKELL, Secretary.** Hongkong, 17th November, 1900. [2910]

THE HONGKONG RIFLE ASSOCIATION.

THERE will be a **COMPETITION** for **SPOONS TO DAY (SATURDAY)**, the 17th inst., at 2.45 p.m. Ranges—200, 500 and 600 Yards. Conditions as usual. **MOWBRAY S. NORTHCOTE, Hon. Secretary.** Hongkong, 17th November, 1900. [293]

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, on **TUESDAY**, the 20th November, 1900, at 2.30 p.m., at his Sales Room, Queen's Road Central, **SUNDAY HOUSEHOLD FURNITURE**, &c., comprising—
DRAWING, DINING and BEDROOM FURNITURE, ORNAMENTS, FANCY FLOWER VASES, LAMPS, CROCKERY, GLASS and PLATED WARE, CARPETS and HEARTH RUGS, ONE COTTAGE PIANO, ONE SPANISH GUITAR, ONE FOWLING PIECE and One REVOLVER, ONE SET BILLIARD BALLS, ONE SAIDLE (Complete). &c., &c.
TERMS OF SALE—As Auctioneer, **V. I. REMEDIOS, Auctioneer.** Hongkong, 17th November, 1900. [2913]

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, on **MONDAY**, the 26th November, 1900, at Noon, at Yaumati (Tai Kok Shui), **THE TWIN-SCREW STEAM LAUNCH "KING SING"**. Length, 87ft. Beam, 16ft. 8in. Reg. Tonnage about 99 Tons. Depth, 7ft. 1in. The Launch has been thoroughly overhauled and repaired 2 years ago. The Launch to be at purchaser's risk on fall of the hammer. A Steam-launch will leave Pedder's Wharf at 11.30 a.m. on day of sale to convey intending purchasers. **GEO. P. LAMMERT, Auctioneer.** Hongkong, 17th November, 1900. [2912]

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, on **THURSDAY**, the 29th November, 1900, at Noon, at his Sales Room, Duddell Street, **THE BRITISH STEAMER "GLENAVON"**, 2,986 Tons Gross, as the now lie: Wrecked at Lung Tung Island, about 20 miles from Hongkong, with all her GEAR, BUNKER COALS and CARGO (about 1,000 Bales of HEMP, &c.). To be sold in One Lot. The same to be at Purchaser's risk on fall of the hammer. **GEO. P. LAMMERT, Auctioneer.** Hongkong, 17th November, 1900. [2911]

THE HONGKONG WEEKLY PRESS is now ready and contains—
Leading Articles—
The Demands of the Allies.
American Policy in the East.
Chinese Labour in Malaya.
The Relief of the Typhoon Sufferers.
Lime-washing in Our Villages.
The Problem of Next Century.
The Crisis: Telegrams.
The Typhoon.
The Crisis in China.
China Honours.
The China Association and the Government.
Annual Licensing Sessions.
Admission of Solicitors.
Series Outbreak of Fire.
Saint John Ambulance Association.
The Cathedral Organ Recital.
Home Life of Chinese Women.
The Attack on the Japanese Empress.
Canton.
Macao.
Weihsaiwei.
Kiaying.
Sandakan Notes.
Tientsin.
Correspondence.
Allice Memorial and Netherdale Hospitals.
Hongkong Cotton Spinning.
Weaving.
Dyeing Company, Limited.
Supreme Court.
A Prison Warden's Case.
Football.
Interport Shooting Match.
Hongkong Volunteer Corps.
Cricket.
I.M.C. Trade Reports.
Water Return.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance; postage, 3s.
Extra copies 50 cents each. Cash.
Copies can be posted from this Office to addresses sent, including postage 34 cents each, at \$1 for three copies, Cash.
Hongkong, 16th November, 1900.

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"WOOSUNG."
Captain Dawson, will be despatched as above on **TUESDAY, the 20th inst.** For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.** Hongkong, 16th November, 1900. [2905]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG."
Captain Weigall, will be despatched as above on **TUESDAY, the 20th inst.** For Freight or Passage, apply to **JARDINE, MATHESON & CO., General Managers.** Hongkong, 17th November, 1900. [2907]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG and CALCUTTA.

"KUMSANG."
Captain Huller, will be despatched as above on **SATURDAY, the 24th inst.** For Freight or Passage, apply to **JARDINE, MATHESON & CO., General Managers.** Hongkong, 17th November, 1900. [2908]

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHAFEN, HERBERTS-HÖHE, TOWNSVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.
Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, CHRISTCHURCH, NAPLES, WAREHOSE, DUNEDIN and HOBART.
THE Company's Steamship

"MÜNCHEN."

Captain Krebs, will be ready to load for the above ports on or about 1st December. For Freight or Passage, apply to **MELCHERS & CO., Agents.** Hongkong, 16th November, 1900. [2906]

ENTERTAINMENTS.

THEATRE ROYAL, CITY HALL.

TO-NIGHT (SATURDAY), Nov. 17th.

GRAND INITIATION PERFORMANCE.

TAYLOR-CARRINGTON SEASON.

Production for the First Time in China of the successful Comedy-Drama **HOME RULE**. Played with immense success all over the world by Mr. CHARLES TAYLOR, Miss ELLA CARRINGTON and their **DRAMATIC and LYRIC COMPANY, HOME RULE**. Interpreted by an excellent Company and illustrated with very beautiful and effective scenery. **HOME RULE**. Fun and Pathos, Sensation and Sentiment, Singing and Dancing. For Positively 2 Nights only. **TO-NIGHT (SATURDAY), & MONDAY, 17th and 19th November.**

TUESDAY CHARLEY'S AUNT

WEDNESDAY Up-to-DATE.

THURSDAY EVENING, Nov. 22nd.

First production in China of the Weird and Emotional Play **TRILBY**. Remember that **THURSDAY** is positively the last night of Season, the theatre not being available after that night.

Admission Rates—8s, 5s and 3s. Military and Naval Men in Uniform half-rates to 2nd and 3rd Seats. Reserve Plan at ROBINSON PIANO CO. Doors Open 8.15. Overture 8 o'clock. Mr. C. E. CLITHEROW, Advance Representative. Hongkong, 17th November, 1900. [2888]

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL give TWO PERFORMANCES of the COMEDY, Entitled, **"OUR FLAT"** IN THREE ACTS, on—
SATURDAY, 24th November, and MONDAY, 26th November, 1900. Commencing each Evening at 9 p.m., precisely. Dress Circle, 3s; Stalls, 2s; Pit, 1s. Half-price to pit for Soldiers, Sailors and Police in Uniform. Tickets can be obtained at the Booking Office of the Theatre, CITY HALL, on and after **MONDAY, 19th November, at 10 a.m.** Booking Office will be open daily from that date from 10 a.m. to 4 p.m. Late Trains will run 1 of an hour after the fall of the curtain. **H. C. NICOLLE, Acting Manager.** Hongkong, 12th November, 1900. [2887]

NOTICE.

WE have This Day REMOVED our Office to 2nd Floor, No. 7, QUEEN'S ROAD. **WM. MEYERINK & CO.** Hongkong, 15th November, 1900. [2889]

ARABIAN PONY.

FOR SALE, a Fine-looking ARABIAN PONY, &c. For Particulars, apply to **W. H. RUTTONJEE, No. 21, Eighth Road, Kowloon.** Hongkong, 16th November, 1900.

PUBLIC COMPANIES.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS who have not yet PAID the Call of 25 per Share on the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date. By Order, **GIBB, LIVINGSTON & CO., Agents.** Hongkong, 15th November, 1900. [2893]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1900, at the Rate of Fifty Cents per Share (or Five per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 28th instant, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants. The DIVIDEND will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date. The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 21st instant until FRIDAY, the 30th instant, both days inclusive, during which period no Transfer of Shares can be registered. By Order—**A. H. MANCELL, Secretary.** Hongkong, 9th November, 1900. [2848]

TEBRAU PLANTING COMPANY, LIMITED.

In accordance with Article No. VIII. Paragraph 3 of the Articles of Association of the Company, Interest at the rate of 810 per cent. per Annum is being charged on all Unpaid Calls. **JOHN D. HUMPHREYS & SON, General Managers.** Hongkong, 8th November, 1900. [2839]

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

CAPITAL... \$75,000.

Divided into 7,500 Shares of \$10 each, payable \$5 on Application and the Balance to be called up as may be required. **CONSULTING COMMITTEE.** LIAO TZE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION CO. LD.), CHAU SIUKI, Esq. (Manager, HONGKONG and KOWLOON LAND and LOAN CO. LD.). **MANAGER, J. W. KEW, Esq.** **BANKERS, THE HONGKONG AND SHANGHAI BANKING CORPORATION.** **SOLICITORS, Messrs. WILKINSON & GRIST.** OVER 5,000 Shares have been ALREADY ALLOTTED. The Share List will Close on the 30th November, 1900. Application Forms may be had at the Company's Bankers' Offices, HONGKONG and SHANGHAI BANK, and at the Company's Solicitors' Offices, Messrs. WILKINSON and GRIST.

PROSPECTUS.

The object for which it is proposed to form the above Company is the acquisition and extension of the business now carried on by Mr. J. W. Kew, of supplying with fresh water the ships entering the harbour of Hongkong. In consideration of the transfer by the vendor to the Company of his steamboats, pumps, hose, good-will, &c., he receives the sum of \$35,000.00 of which he is willing to take \$25,000.00 in fully paid-up shares in the Company. Mr. Kew undertakes and guarantees the payment of a dividend of at least 10 per cent. to the shareholders for the first ten years of the existence of the Company. Hongkong, 9th November, 1900. [2847]

RESCUE OF THE STEAM LAUNCH "TUNG-LI."

OUR Launch "TUNG-LI" was in considerable danger during the Typhoon of the 10th inst. At a very critical moment the Captain of H.M.S. *Afric*, sent a boat to the Rescue and all the Crew were thus saved from a watery grave. At last we have found the name of the good Captain to be A. D. PAGET. Consequently we print this matter in the News, paper to thank him and the Crew of the boat, and we can never forget his great benevolence. **CHAN WING, Agent.** A S. M. & OTHERS, Coxswain and Sailors of Steam Launch Tung-Li. Hongkong, 13th November, 1900. [2875]

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.

BANGKOK and RANGOON.

TEAR SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANK, TONGUE, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOE RAILWAY SLEEPERS for all GAUGES. Rates Supplied and Orders Booked by **JARDINE, MATHESON & CO.** Hongkong, 3rd May, 1895. [2877]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting. The Best Nitro-compound in the World. PRICE OF 12-PK. CARTRIDGES: .38 S&W. .45 S&W. .50 S&W. .55 S&W. .60 S&W. .65 S&W. .70 S&W. .75 S&W. .80 S&W. .85 S&W. .90 S&W. .95 S&W. .100 S&W. .105 S&W. .110 S&W. .115 S&W. .120 S&W. .125 S&W. .130 S&W. .135 S&W. .140 S&W. .145 S&W. .150 S&W. .155 S&W. .160 S&W. .165 S&W. .170 S&W. .175 S&W. .180 S&W. .185 S&W. .190 S&W. .195 S&W. .200 S&W. .205 S&W. .210 S&W. .215 S&W. .220 S&W. .225 S&W. .230 S&W. .235 S&W. .240 S&W. .245 S&W. .250 S&W. .255 S&W. .260 S&W. .265 S&W. .270 S&W. .275 S&W. .280 S&W. .285 S&W. .290 S&W. .295 S&W. .300 S&W. .305 S&W. .310 S&W. .315 S&W. .320 S&W. .325 S&W. .330 S&W. .335 S&W. .340 S&W. .345 S&W. .350 S&W. .355 S&W. .360 S&W. .365 S&W. .370 S&W. .375 S&W. .380 S&W. .385 S&W. .390 S&W. .395 S&W. .400 S&W. .405 S&W. .410 S&W. .415 S&W. .420 S&W. .425 S&W. .430 S&W. .435 S&W. .440 S&W. .445 S&W. .450 S&W. .455 S&W. .460 S&W. .465 S&W. .470 S&W. .475 S&W. .480 S&W. .485 S&W. .490 S&W. .495 S&W. .500 S&W. .505 S&W. .510 S&W. .515 S&W. .520 S&W. .525 S&W. .530 S&W. .535 S&W. .540 S&W. .545 S&W. .550 S&W. .555 S&W. .560 S&W. .565 S&W. .570 S&W. .575 S&W. .580 S&W. .585 S&W. .590 S&W. .595 S&W. .600 S&W. .605 S&W. .610 S&W. .615 S&W. .620 S&W. .625 S&W. .630 S&W. .635 S&W. .640 S&W. .645 S&W. .650 S&W. .655 S&W. .660 S&W. .665 S&W. .670 S&W. .675 S&W. .680 S&W. .685 S&W. .690 S&W. .695 S&W. .700 S&W. .705 S&W. .710 S&W. .715 S&W. .720 S&W. .725 S&W. .730 S&W. .735 S&W. .740 S&W. .745 S&W. .750 S&W. .755 S&W. .760 S&W. .765 S&W. .770 S&W. .775 S&W. .780 S&W. .785 S&W. .790 S&W. .795 S&W. .800 S&W. .805 S&W. .810 S&W. .815 S&W. .820 S&W. .825 S&W. .830 S&W. .835 S&W. .840 S&W. .845 S&W. .850 S&W. .855 S&W. .860 S&W. .865 S&W. .870 S&W. .875 S&W. .880 S&W. .885 S&W. .890 S&W. .895 S&W. .900 S&W. .905 S&W. .910 S&W. .915 S&W. .920 S&W. .925 S&W. .930 S&W. .935 S&W. .940 S&W. .945 S&W. .950 S&W. .955 S&W. .960 S&W. .965 S&W. .970 S&W. .975 S&W. .980 S&W. .985 S&W. .990 S&W. .995 S&W. .1000 S&W. .1005 S&W. .1010 S&W. .1015 S&W. .1020 S&W. .1025 S&W. .1030 S&W. .1035 S&W. .1040 S&W. .1045 S&W. .1050 S&W. .1055 S&W. .1060 S&W. .1065 S&W. .1070 S&W. .1075 S&W. .1080 S&W. .1085 S&W. .1090 S&W. .1095 S&W. .1100 S&W. .1105 S&W. .1110 S&W. .1115 S&W. .1120 S&W. .1125 S&W. .1130 S&W. .1135 S&W. .1140 S&W. .1145 S&W. .1150 S&W. .1155 S&W. .1160 S&W. .1165 S&W. .1170 S&W. .1175 S&W. .1180 S&W. .1185 S&W. .1190 S&W. .1195 S&W. .1200 S&W. .1205 S&W. .1210 S&W. .1215 S&W. .1220 S&W. .1225 S&W. .1230 S&W. .1235 S&W. .1240 S&W. .1245 S&W. .1250 S&W. .1255 S&W. .1260 S&W. .1265 S&W. .1270 S&W. .1275 S&W. .1280 S&W. .1285 S&W. .1290 S&W. .1295 S&W. .1300 S&W. .1305 S&W. .1310 S&W. .1315 S&W. .1320 S&W. .1325 S&W. .1330 S&W. .1335 S&W. .1340 S&W. .1345 S&W. .1350 S&W. .1355 S&W. .1360 S&W. .1365 S&W. .1370 S&W. .1375 S&W. .1380 S&W. .1385 S&W. .1390 S&W. .1395 S&W. .1400 S&W. .1405 S&W. .1410 S&W. .1415 S&W. .1420 S&W. .1425 S&W. .1430 S&W. .1435 S&W. .1440 S&W. .1445 S&W. .1450 S&W. .1455 S&W. .1460 S&W. .1465 S&W. .1470 S&W. .1475 S&W. .1480 S&W. .1485 S&W. .1490 S&W. .1495 S&W. .1500 S&W. .1505 S&W. .1510 S&W. .1515 S&W. .1520 S&W. .1525 S&W. .1530 S&W. .1535 S&W. .1540 S&W. .1545 S&W. .1550 S&W. .1555 S&W. .1560 S&W. .1565 S&W. .1570 S&W. .1575 S&W. .1580 S&W. .1585 S&W. .1590 S&W. .1595 S&W. .1600 S&W. .1605 S&W. .1610 S&W. .1615 S&W. .1620 S&W. .1625 S&W. .1630 S&W. .1635 S&W. .1640 S&W. .1645 S&W. .1650 S&W. .1655 S&W. .1660 S&W. .1665 S&W. .1670 S&W. .1675 S&W. .1680 S&W. .1685 S&W. .1690 S&W. .1695 S&W. .1700 S&W. .1705 S&W. .1710 S&W. .1715 S&W. .1720 S&W. .1725 S&W. .1730 S&W. .1735 S&W. .1740 S&W. .1745 S&W. .1750 S&W. .1755 S&W. .1760 S&W. .1765 S&W. .1770 S&W. .1775 S&W. .1780 S&W. .1785 S&W. .1790 S&W. .1795 S&W. .1800 S&W. .1805 S&W. .1810 S&W. .1815 S&W. .1820 S&W. .1825 S&W. .1830 S&W. .1835 S&W. .1840 S&W. .1845 S&W. .1850 S&W. .1855 S&W. .1860 S&W. .1865 S&W. .1870 S&W. .1875 S&W. .1880 S&W. .1885 S&W. .1890 S&W. .1895 S&W. .1900 S&W. .1905 S&W. .1910 S&W. .1915 S&W. .1920 S&W. .1925 S&W. .1930 S&W. .1935 S&W. .1940 S&W. .1945 S&W. .1950 S&W. .1955 S&W. .1960 S&W. .1965 S&W. .1970 S&W. .1975 S&W. .1980 S&W. .1985 S&W. .1990 S&W. .1995 S&W. .2000 S&W. .2005 S&W. .2010 S&W. .2015 S&W. .2020 S&W. .2025 S&W. .2030 S&W. .2035 S&W. .2040 S&W. .2045 S&W. .2050 S&W. .2055 S&W. .2060 S&W. .2065 S&W. .2070 S&W. .2075 S&W. .2080 S&W. .2085 S&W. .2090 S&W. .2095 S&W. .2100 S&W. .2105 S&W. .2110 S&W. .2115 S&W. .2120 S&W. .2125 S&W. .2130 S&W. .2135 S&W. .2140 S&W. .2145 S&W. .2150 S&W. .2155 S&W. .2160 S&W. .2165 S&W. .2170 S&W. .2175 S&W. .2180 S&W. .2185 S&W. .2190 S&W. .2195 S&W. .2200 S&W. .2205 S&W. .2210 S&W. .2215 S&W. .2220 S&W. .2225 S&W. .2230 S&W. .2235 S&W. .2240 S&W. .2245 S&W. .2250 S&W. .2255 S&W. .2260 S&W. .2265 S&W. .2270 S&W. .2275 S&W. .2280 S&W. .2285 S&W. .2290 S&W. .2295 S&W. .2300 S&W. .2305 S&W. .2310 S&W. .2315 S&W. .2320 S&W. .2325 S&W. .2330 S&W. .2335 S&W. .2340 S&W. .2345 S&W. .2350 S&W. .2355 S&W. .2360 S&W. .2365 S&W. .2370 S&W. .2375 S&W. .2380 S&W. .2385 S&W. .2390 S&W. .2395 S&W. .2400 S&W. .2405 S&W. .2410 S&W. .2415 S&W. .2420 S&W. .2425 S&W. .2430 S&W. .2435 S&W. .2440 S&W. .2445 S&W. .2450 S&W. .2455 S&W. .2460 S&W. .2465 S&W. .2470 S&W. .2475 S&W. .2480 S&W. .2485 S&W. .2490 S&W. .2495 S&W. .2500 S&W. .2505 S&W. .2510 S&W. .2515 S&W. .2520 S&W. .2525 S&W. .2530 S&W. .2535 S&W. .2540 S&W. .2545 S&W. .2550 S&W. .2555 S&W. .2560 S&W. .2565 S&W. .2570 S&W. .2575 S&W. .2580 S&W. .2585 S&W. .2590 S&W. .2595 S&W. .2600 S&W. .2605 S&W. .2610 S&W. .2615 S&W. .2620 S&W. .2625 S&W. .2630 S&W. .2635 S&W. .2640 S&W. .2645 S&W. .2650 S&W. .2655 S&W. .2660 S&W. .2665 S&W. .2670 S&W. .2675 S&W. .2680 S&W. .2685 S&W. .2690 S&W. .2695 S&W. .2700 S&W. .2705 S&W. .2710 S&W. .2715 S&W. .2720 S&W. .2725 S&W. .2730 S&W. .2735 S&W. .2740 S&W. .2745 S&W. .2750 S&W. .2755 S&W. .2760 S&W. .2765 S&W. .2770 S&W. .2775 S&W. .2780 S&W. .2785 S&W. .2790 S&W. .2795 S&W. .2800 S&W. .2805 S&W. .2810 S&W. .2815 S&W. .2820 S&W. .2825 S&W. .2830 S&W. .2835 S&W. .2840 S&W. .2845 S&W. .2850 S&W. .2855 S&W. .2860 S&W. .2865 S&W. .2870 S&W. .2875 S&W. .2880 S&W. .2885 S&W. .2890 S&W. .2895 S&W. .2900 S&W. .2905 S&W. .2910 S&W. .2915 S&W. .2920 S&W. .2925 S&W. .2930 S&W. .2935 S&W. .2940 S&W. .2945 S&W. .2950 S&W. .2955 S&W. .2960 S&W. .2965 S&W. .2970 S&W. .2975 S&W. .2980 S&W. .2985 S&W. .2990 S&W. .2995 S&W. .3000 S&W. .3005 S&W. .3010 S&W. .3015 S&W. .3

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON VIA SUEZ CANAL	AXA	Brit. str.	—	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	CANTON	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On or about 29th inst.
LONDON VIA SUEZ CANAL	ANTHONY	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 25th Dec.
LIVERPOOL DIRECT	STUTTGART	Ger. str.	—	P. G. Cook	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, &c. VIA PORTS OF CALL	TONKIN	Brit. str.	—	Vaquier	MESSAGERIES MARITIMES	On 1st Dec.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	AWA MARU	Jap. str.	—	N. T. Grant	NIPPON YUSEN KAISHA	On 28th inst. at Noon.
HAVER & HAMBURG	SUEVIA	Ger. str.	—	F. W. Haswell	CARLOWITZ & CO.	On 19th inst.
HAVER & HAMBURG	ARAGONIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAVER & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 20th Dec.
HAVER & HAMBURG	HILGLEN	Brit. str.	—	Schmidt	CARLOWITZ & CO.	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	Hansen	DORWELL & CO. LIMITED	On or about 20th Dec.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	F. Gedy	CARLOWITZ & CO.	On or about 28th Dec.
NEW YORK VIA SUEZ CANAL	GLENAGARRY	Brit. str.	—	O. P. Marshall, R.N.R.	McGREGOR BROS. & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	EMPEROR OF INDIA	Brit. ship	—	A. Dixon	CANADIAN PACIFIC R. CO.	On 21st inst.
NEW YORK VIA SUEZ CANAL	TACOMA	Brit. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 24th inst. at 4 P.M.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	RIOTU MARU	Jap. str.	—	E. W. Haswell	TOYO KISEN KAISHA	On or about 27th inst.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	MILOS	Brit. str.	—	G. K. Wright	PACIFIC MAIL S. S. CO.	On 24th inst. at Noon.
PORTLAND, OREGON VIA JAPAN	COMPTON	Jap. str.	—	Krebs	BUTTERFIELD & SWIRE	On 10th Dec.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	P. Craglietto	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
SAN FRANCISCO VIA AMOY, &c.	CITY OF PEKING	Brit. str.	—	G. K. Wright	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	KARUGA MARU	Jap. str.	—	G. K. Wright	NIPPON YUSEN KAISHA	On or about 19th inst.
SAN DIEGO, &c. VIA MOJO, &c.	MUNCHEN	Ger. str.	—	Durando	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	SILSIA	Brit. str.	—	R. T. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 20th inst.
GERMAN COLONIAL & AUSTRALIAN PORTS	JAPAN	Brit. str.	—	F. Mosca	SANDER, WIELER & CO.	On 21st inst. at Noon.
YOKOHAMA, &c. VIA SHANGHAI, &c.	HITACHI MARU	Jap. str.	—	A. L. Valentini	DORWELL & CO. LIMITED	On or about 23rd inst.
YOKOHAMA, &c. VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	Bathurst	DOUGLAS LAUREL & CO.	On 21st inst.
NAGASAKI, KOBÉ & YOKOHAMA	ERNEST SIMONS	Brit. str.	—	K. Hasagawa	MIYOSU BUREAU KAISHA	On 21st inst.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	WOOSUNG	Brit. str.	—	S. Atsumi	MIYOSU BUREAU KAISHA	On 20th inst. at 4 P.M.
SHANGHAI & JAPAN	MARAGON	Brit. str.	—	Weigall	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBÉ & YOKOHAMA	GISELA	Brit. str.	—	B. W. Haswell	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI	HALONG	Brit. str.	—	Pennel	JARDINE, MATHESON & CO.	On 6th Dec. at Noon.
SWATOW	TAMUO MARU	Jap. str.	—	T. Rassovitch	SANDER, WIELER & CO.	
SWATOW, AMOY & TAMSUI	AKASHI MARU	Jap. str.	—			
SWATOW, AMOY & TAIWAN	KASUGA MARU	Jap. str.	—			
FOUCHOW VIA SWATOW & AMOY	KUNSHAN	Brit. str.	—			
MARILLA	MARIA TERESA	Aus. str.	—			

SHIPPING.

ARRIVALS.
Nov. 15, UGANDA, British transport, 3,451, J. Black, Taku 7th November.
Nov. 15, NANYANG, German str., 983, Lohmann, Canton 15th Nov., General.—SIEMSEN & CO.
Nov. 16, PIGMY, British gunboat, 755, J. F. E. Green, Shanghai 13th November.
Nov. 16, PUSHP, British str., 1,500, W. H. Hunt, Shanghai 13th Nov., General.—CHINESE STEAMSHIP CO.
Nov. 16, CLARA, German str., 675, Hansen, Hongkong and Hoihow 15th Nov., General.—JESSEN & CO.
Nov. 16, TAMUO MARU, Jap. str., 1,038, Hasagawa, Tamsui, Amoy and Swatow 15th Nov., General.—M. B. KAISHA.
Nov. 16, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 13th Nov., Hemp.—JARDINE, MATHESON & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
17th November.
Perla, British str., for Manila.
Light ship, British str., for Singapore.
Sully, German str., for Vladivostok.
Haidan, French str., for Hoihow.
Hakata Maru, Japanese str., for Singapore.
Fushia, British str., for Canton.
Hanoi, French str., for Kwong-chow-wan.

DEPARTURES.

Nov. 16, FUSHUN, British str., for Canton.
Nov. 16, HANON, Fr. str., for Kwong-chow-wan.
Nov. 16, HAKATA MARU, Jap. str., for London.
Nov. 16, HAILAN, French str., for Hoihow.
Nov. 16, CHWENSHAN, British str., for Hongkong.
Nov. 16, HELIOS, German str., for Hongkong.
Nov. 16, EASTERN, British str., for Sydney.
Nov. 16, VOLUTE, British str., for Enlanbury.

VESSELS IN DOCK.

AMERICAN DOCK.—Hon. Sewall, Dublin.
KOWLOON DOCK.—Don Juan de Austria, Mediana, Tartar, J. Dieckrichsen, Yuenang, Forest Ditch, M. S. Fama, Zafiro, Huu, COMPTON (TAN).—Monday, Chian.

SHIPPING REPORTS.

The British steamer *Longway*, from Manila 13th inst., had strong monsoon and high sea; fine and clear weather.
The British steamer *Fushun*, from Shanghai 13th inst., had strong northerly wind and rainy weather to Breaker Point; thence to port fresh and fine.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 17th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAUREL & CO., General Managers.

Hongkong, 15th November, 1900. [2895]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ, PORT SAID, PUEME AND TIBESTE.

(Taking Cargo at through rates to the Brazils, South Africa, Mexico, Red Sea, Black Sea, Levant, Malta, Venice and Adriatic Ports)

THE Company's Steamship

"SILESIA."

Captain P. Craglietto, will be despatched as above TO-DAY, the 17th inst., at Noon.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 16th November, 1900. [6]

THE OKAKA SHOSHIN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND

TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Hasagawa, will be despatched for the above port TO-MORROW, the 18th inst., at Daylight.

For Freight or Passage, apply to THE MIYOSU BUREAU KAISHA, Agents.

Hongkong, 12th November, 1900. [15]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DUBOUI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship "TONKIN" Captain Vaquier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. on the 18th November. (Passengers are not to be sent on board; they must be left to the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1900. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Durando, will be despatched for the above ports on or about MONDAY, the 19th inst.

For Freight or Passage apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th November, 1900. [2]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London Rates.)

THE Company's Steamship

"TANTALUS."

Captain Gregory, will be despatched as above on TUESDAY, the 20th inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th November, 1900. [2346]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"HILGLEN"

will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 25th October, 1900. [2410]

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 2nd November, 1900. [2858]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIFONG"

Captain Pennel, will be despatched as above on SATURDAY, the 24th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw steamer.

A duly qualified Surgeon is carried and the vessel is fitted with the latest Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th November, 1900. [2877]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

SHANGHAI AND JAPAN

PAN

SHANGHAI

LONDON, &c.

LONDON

YOKOHAMA VIA JAPAN

GASAKI & KOBÉ

PASSENGER SEASON, 1901.

s.s. PLASSY 7,240 tons March 30th

s.s. SOBRON 7,382 tons April 27th

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th November, 1900.

HAMBURG-AMERIKA LINE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

SUEVIA

AMBRIA

ARAGONIA

WITTENBERG

SAMHIA

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

HITACHI MARU

KASUGA MARU

RIOTU MARU

SHINANO MARU

AWA MARU

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and the PACIFIC COAST.

For further information as to Freight, Passage, Sailing, etc., apply at the Company's Local Branch Office, Prince's Building, First Floor, Canton Road.

A. S. MIHARA, Manager.

Hongkong, 30th October, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALCUTTA, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—3,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

"EMPEROR OF INDIA" Commander O. P. Marshall, R.N.R. WEDNESDAY, 15th Nov. 1900

"EMPEROR OF JAPAN" Commander H. Pybus, R.N.R. WEDNESDAY, 17th Dec. 1900

"EMPEROR OF CHINA" Commander E. Arnold, R.N.R. WEDNESDAY, 16th Jan. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

The attractive features of this Company's route, and the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, Prince's Street.

Hongkong, 25th October, 1900. [9]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

STUTTGART

KONIG ALBERT

PRINZ HEINRICH

PREUSSEN

HAMBURG (Hamburg-Amerika Linie)

BACHEN

KLAUSCHOU (Hamburg-Amerika Linie)

BAYERN

STUTTGART

KONIG ALBERT

VESSELS ON THE BERTH
OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, Nov. 17, at Noon.
GAMLO (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.
DORIO (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed the count of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900.

TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, Nov. 24, at Noon.
Kobe, Inland Sea, Yokohama, and Honolulu.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, Dec. 18, at Noon.
Kobe, Inland Sea, Yokohama, and Honolulu.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day, all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900.

VESSELS ON THE BERTH
THE OSAKA SHOSHEN KAISHA.

FOR KOBEHAW VIA SWATOW AND AMOY.
THE Company's Steamship

AKASHI MARU. Captain K. Sasaki will be despatched for the above ports on WEDNESDAY, the 14th inst. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th November, 1900.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"GISELA."

Captain F. Mosca will leave for the above places on WEDNESDAY, the 21st inst. at Noon.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 16th November, 1900.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"TASUGA MARU."

2,820 tons gross. Captain E. W. Hawell will be despatched for the above port on FRIDAY, the 23rd inst. at 4 p.m.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th November, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AFAX."

Captain B. B. will be despatched as above on TUESDAY, the 27th inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th October, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

YAMAHA and Honolulu.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day, all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 9th November, 1900.

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL."

Captain F. W. Vibert, R.N., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th November, 1900.

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY."

Captain F. Gedys, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 28th October, 1900.

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.

THE First Class Twin Screw Steamer

"MILOS."

will be despatched on or about 27th inst.

For Freight, apply to T. M. STEVENS & CO., Agents.

Hongkong, 7th November, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANING MARU."

Captain S. Atsuni, will be despatched for the above ports on WEDNESDAY, the 28th inst. at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th November, 1900.

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(ROB. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."

Captain Hansen, will be despatched for the above port on or about 25th December.

For Freight apply to CARLOWITZ & CO., Agents.

Hongkong, 8th November, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE COMPANY'S STEAMSHIP

"CARLISLE CITY."

will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA, AND HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th November, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking large and London Rates.

THE Company's Steamship

"PYRENEUS."

Captain Tiltson, will be despatched as above on SATURDAY, the 1st December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th November, 1900.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Colcord—Standard Oil Co.

VESSELS ON THE BERTH
AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"MARIA TERESA."

Captain T. Baderich, will be despatched as above on THURSDAY, the 8th December, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 16th November, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"ACHILLES."

Captain Brown, will be despatched as above on TUESDAY, the 25th December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1900.

HONGKONG STEAMERS.

America Maru, Jap. str., 3,446, Going, Nov. 15.

1000 Kien Kaisha

Araroun, German str., 3,321, Forst, Nov. 15.

Siemssen & Co.

Babelsburg, German str., 1,398, Brackham, Nov. 11.

East Asiatic Trading Co.

Clam, British steamer, 2,311, Evans, Nov. 6.

Arnold, Karberg & Co.

Clam, German steamer, 675, Hansau, Nov. 10.

Jensen & Co.

Coptic, British steamer, 2,744, Rinder, Nov. 7.

O. & U. S. S. Co.

Elita Nesselak, German str., 1,400, Bruhn, Nov. 13.

Order

Empress of India, British str., 3,003, Marshall, Oct. 30.

C. P. R. Co.

Foredate, Brit. str., 2,215, Cripsey, Nov. 11.

Brando & Co.

Hailong, British str., 783, Bathurst, Nov. 15.

Douglas Lapsak & Co.

Hingang, British str., 2,415, Lake, Nov. 13.

Jardine, Matheson & Co.

Hong Bee, British str., 2,056, Peters, Nov. 15.

Chinese

Hue, French steamer, 704, Godin, Nov. 14.

A. R. Marty

Jacob Diederichsen, Ger. str., 623, Riecke, Nov. 8.

Johnson & Co.

Kirkfield, British str., 2,389, Watson, Nov. 7.

Doddwell & Co., Limited

Kamrup, British str., 2,078, Baller, Nov. 14.

Jardine, Matheson & Co.

Lightning, British str., 2,122, Spence, Nov. 11.

D. Sassoon, Sons & Co.

Loongron, Ger. str., 1,245, Schulz, Nov. 9.

Siemssen & Co.

Loongron, British str., 1,030, Weigall, Nov. 16.

Jardine, Matheson & Co.

Monclau, British str., 3,006, Towell, Oct. 30.

Butterfield & Swire

Monclau, German str., 859, Muller, Nov. 7.

Butterfield & Swire

Nanyang, German str., 983, Lehmann, Nov. 12.

Siemssen & Co.

Poliyang, German str., 897, Kohler, Nov. 11.

Siemssen & Co.

Pelago, British steamer, 1,100, Binns, Nov. 13.

G. McElin

Perla, British str., 1,286, Almond, Nov. 11.

Shwan, Tones & Co.

Phuranag, German str., 1,021, Calder, Nov. 9.

Melchers & Co.

Sabine Rickmers, British str., 690, Nasset, Nov. 9.

Arnold, Karberg & Co.

St. Beed, British str., 2,287, McPherson, Nov. 8.

Order

Sandakan, German str., 1,374, Muhle, Nov. 10.

Melchers & Co.

Siam, British steamer, 992, Stovell, Nov. 13.

Bradley & Co.

Silesia, Austrian str., 2,640, Craglietto, Nov. 14.

Sander, Weller & Co.

Sullberg, German str., 782, Jensen, Nov. 12.

Siemssen & Co.

Tallco, German steamer, 828, Calender, Nov. 6.

Meyer & Co.

Tsumi Maru, Jap. str., 1,038, Hasagawa, Nov. 16.

M. B. Kaisha

Tartar, British steamer, 2,769, Bowles, Oct. 28.

C. P. R. Co.

Trym, Norwegian str., 710, Dahl, Nov. 3.

East Asiatic Trading Co.

Tsiman, British str., 1,159, Andersen, Nov. 15.

Butterfield & Swire

Woonang, British str., 1,030, Dowson, Nov. 14.

Butterfield & Swire

Yuenang, British str., 1,128, Rolfe, Nov. 10.

Jardine, Matheson & Co.

SAILING VESSELS.

Benjamin Sowell, American ship, 1,345, Sowell, Sept. 23, Order

Bittern, British str., 390, Askin, Aug. 23.

Siemssen & Co.

Dumblane, Italian bark, 721, Trapani, Oct. 20.

Order

Dundee, British ship, 1,938, Henning, Oct. 14.

Standard

